VFR TERMINAL AREA CHART
NEW ORLEANS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — FAR 91 — NO SVFR — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34

RP ★ Special conditions exist - see A/FD. — VFR Advsy 125.0 — UNICOM — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

[40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° → V 69

Total mileage [169] between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line. GRANT — T 319

RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 ★ 116.8 OAK — 122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Ⓣ - TWEB

FSS radio providing voice communication — 122.1R — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)

VORTAC

VOR-DME — NDB - DME

Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower 618 (Elevation Base of Tower)

CG Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well — Water Well

Mine or Quarry

Mountain Pass 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Pier — Rocks — Dams — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

−1°E — Isogonic Line (2005 VALUE)

Ultralight Activity — Fl ★ Flashing Light

Hang Glider Activity — Marine Light

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — NAME (VPXYZ) — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

VFR TERMINAL AREA CHART
NEW ORLEANS

SCALE 1:250,000

Lambart Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North America Datum of 1983 (World Geodetic System 1984)

71 ST EDITION EFFECTIVE 0901Z 3 JUN 2010
TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010
and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

NEW ORLEANS CLASS B AIRSPACE

See back of this chart for procedural information within the NEW ORLEANS CLASS B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BATON ROUGE, RYAN	0500-2400	118.45 257.8	121.9	125.2	ASR
HOUMA-TERREBONNE	0600-1900	125.3 346.3	121.8	120.25	
LAKEFRONT	0800-1800	119.9	121.7	124.9	
LOUIS ARMSTRONG NEW ORLEANS INTL	CONTINUOUS	119.5 254.3	121.9 273.525	127.55	ASR
NEW ORLEANS NAS JRB/ CALLENDER	0700-2300	123.8 340.2	121.6 382.8	276.2	ASR/PAR

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 256.9 (SE-SOUTH) 125.5 350.35 (WEST) 133.15 290.3 (NORTH-EAST)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (WEST) 126.5 278.3 (EAST) O/T 126.35 338.25 HOUSTON CNTR	0500-2400 O/T CLASS E

O/T indicates Other times

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MDA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
A-381	TO 2000	SR-SS	NO A/G	

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Navigation Services
http://aeronav.faa.gov

FAA Product ID: TNO

NSN 7641014100120

NGA REF. NO. VFRTANEWO

EFF. DATE 10154

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Entire area of this chart is within the Central Standard Time Zone + 6 (+5DT) = UTC

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

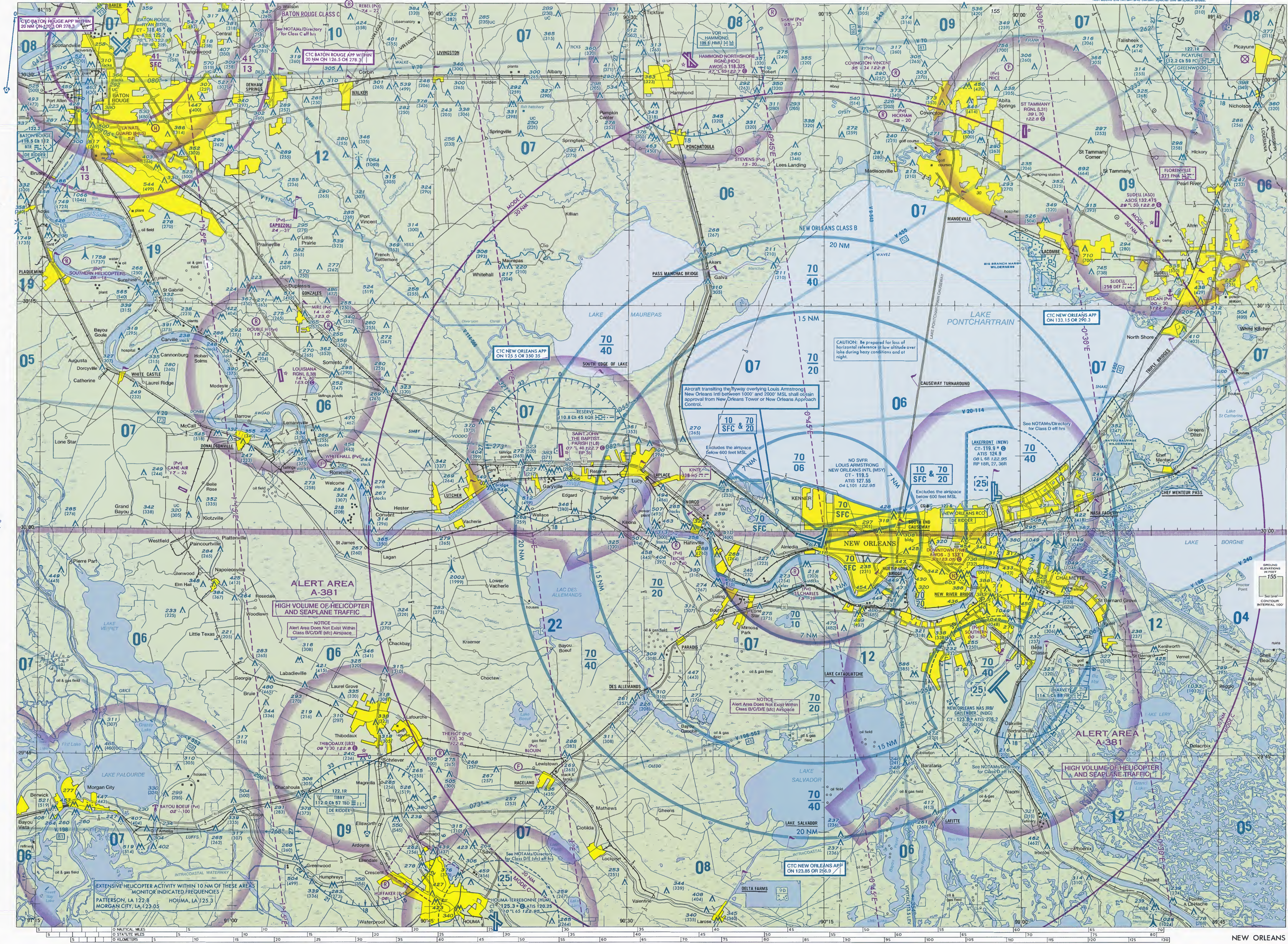
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

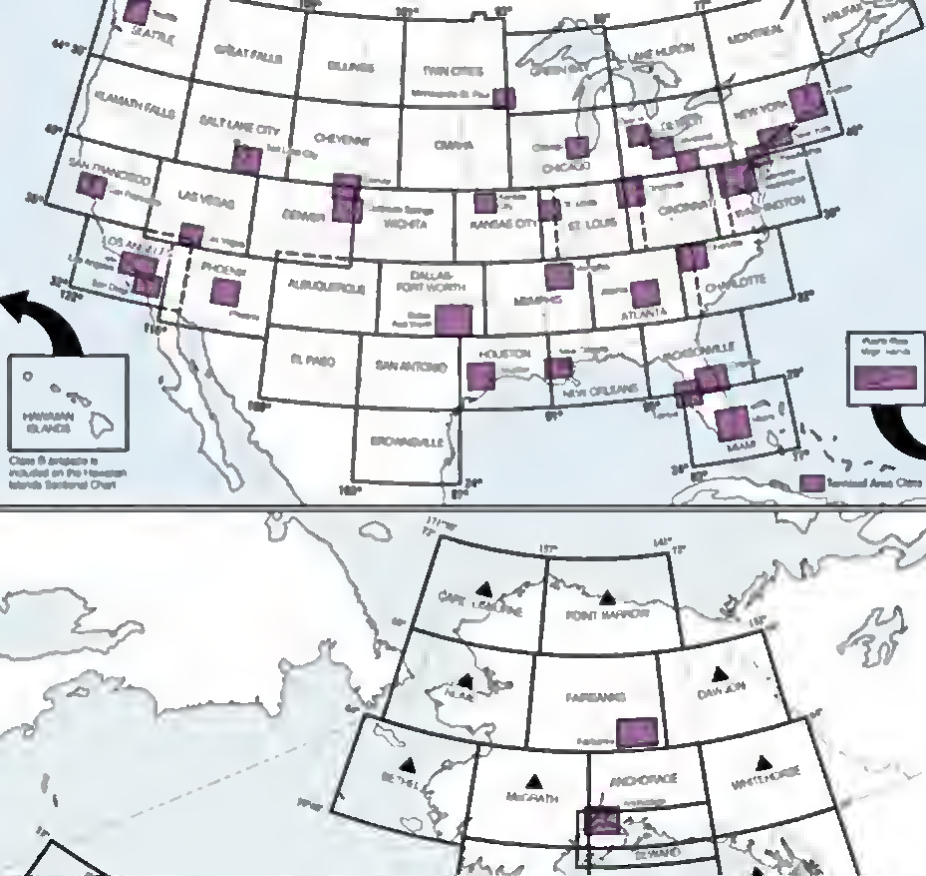
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.




SEATTLE
GREAT FALLS
BILLINGS
TWIN CITIES
GREEN BAY
LAKE HURON
MONTREAL
KLAMATH FALLS
SALT LAKE CITY
CHEYENNE
OMAHA
CHICAGO
CLEVELAND
NEW YORK
SAN FRANCISCO
LAS VEGAS
DENVER
WICHITA
KANSAS CITY
ST. LOUIS
CINCINNATI
WASHINGTON
LOS ANGELES
PHOENIX
ALBUQUERQUE
DALLAS-FORT WORTH
MEMPHIS
ATLANTA
CHARLOTTE
EL PASO
SAN ANTONIO
HOUSTON
JACKSONVILLE
NEW ORLEANS
MIAMI
BROWNSVILLE
HAWAIIAN ISLANDS
Class B airspace is included on the Hawaiian Islands Sectional Chart
Terminal Area Charts
CAPE LISBURNE
POINT MARROW
NOME
FAIRBANKS
DAN JON
BETHEL
McGRATH
ANCHORAGE
WHITEHORSE
BEMIDJI